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CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

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<b>COUNTRY</b>	East Germany	<b>REPORT</b>	
<b>SUBJECT</b>	Double-Tracking of the Halle-Koethen-Magdeburg Rail Line	<b>DATE DISTR.</b>	31 August 1954
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This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

1. [ ] the East German Railroad Investment Plan for 1954 had included the re-laying of the second track on the Halle-Koethen-Calbe-Schoenebeck-Magdeburg line. For this purpose, the East German Railroad made available eight railway construction units, as follows:
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- 4 units on the stretch of track, Halle to Koethen  
2 units on the stretch of track, Koethen to Schoenebeck  
2 units on the stretch of track, Magdeburg to Schoenebeck
2. Originally it was planned to complete all the double-tracking on this line before the autumn of 1954; however, the great shortage of rails, ties, and light section iron caused difficulties in the completion of the plan.
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3. [ ] the status of the project is as follows:
- a. Line Halle to Stumsdorf (where the line branches off to Bitterfeld) is completed and in service.
- b. Line Stumsdorf to Arensdorf is double-tracked but not in service because of lack of light section iron.
- c. Line Arensdorf to Koethen - work on double-tracking has started and is to be completed by 15 July 1954.
- d. Line Koethen to Calbe - work on double-tracking is to be started on 16 July 1954 and to be completed by 1 September 1954.
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- e. Line Calbe-Schoenebeck - work on double-tracking is to be started on 1 September 1954 and to be completed by 15 October 1954.
- Line Magdeburg-Schoenebeck - work on double-tracking is to be started on 1 September 1954 and to be completed by 15 October 1954.

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4. [redacted] the above dates were all as planned, but [redacted] it was unlikely that they would be met. Talks were reported to be in progress between the Ministry of Heavy Industry and the Ministry of Domestic and Foreign Trade to insure that necessary rails and other material would be available at the time required. At present, the material available was sufficient to complete the section Koethen to Wulfen only, but possibly increased supplies will be imported from the USSR.

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